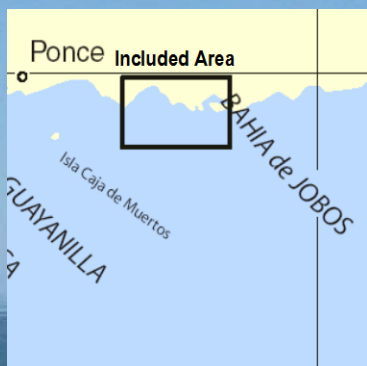


# BookletChart™

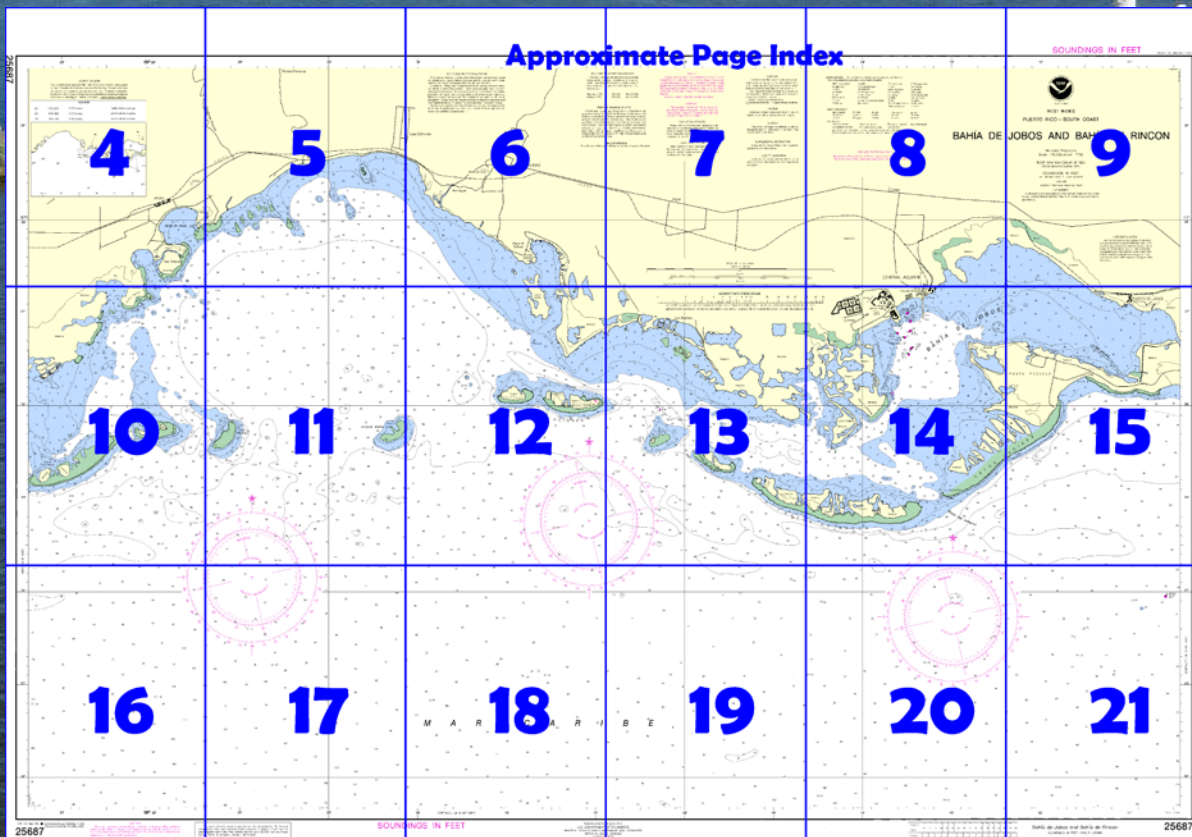
## ***Bahía de Jobos and Bahía de Rincon*** **NOAA Chart 25687**



***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25687>.



### (Selected Excerpts from Coast Pilot)

**Bahia de Jobos**, 20 miles W of Punta Tuna Light, is a good hurricane anchorage. The harbor is formed by **Punta Pozuelo**, a projecting point on the E side, and many islands on the S and SW sides. The shore and islands are low and are covered with thick brush and mangroves. **Central Aguirre**, on the NW side of the bay, is one of the largest sugar centrals of Puerto Rico. The E part of the bay is shoal and is used only by local fishing boats.

**Channels.**—The principal entrance to Bahia de Jobos is from the W between **Cayo Morrillo** and Cayos de Ratones, and thence through a marked dredged channel that leads to a turning basin and facilities of a

powerplant, and to a 1,000-foot-long pier at the head of the channel at Central Aguirre. In 1975, the dredged channel had a controlling depth of 26 feet for a midwidth of 150 feet to the turning basin and pier. In 1977, the basin, marked by private lighted buoys, had depths of 26 feet except for shoaling to 18 feet on the N and W sides. Shoaling to 7 feet exists NE of the basin.

**Boca del Infierno**, a small-boat entrance into Bahia de Jobos between **Cayos Caribes** and **Cayos de Barca**, has a depth of 11 feet over the bar which breaks with a heavy sea. This passage should be used only with local knowledge.

A privately dredged and marked channel leads E from **Punta Rodeo**, the NW extremity of Punta Pozuelo, along the N side of Punta Pozuelo to a private basin and barge receiving wharf of an oil company. In 1975, the channel had a controlling depth of 9 feet, with 9 to 16 feet available in the basin.

**Anchorage.**—Vessels sometimes anchor just inside the entrance between Cayo Morrillo and Cayos de Ratones to await daylight. There is a good anchorage in depths of 24 to 35 feet with grassy bottom NE of **Cayos de Pajaros**. The anchorage inside the bay is S of the pier at Central Aguirre in depths of 19 to 24 feet with soft mud bottom. A slight swell makes in through Boca del Infierno with S winds.

**Dangers.**—Numerous wooded islands with reefs awash and steep-to surround the S and SW part of Bahia de Jobos up to 1.5 miles from the mainland. There are passages between some of the island groups, but only the principal entrance E of Cayos de Ratones should be used by large vessels and small boats without local knowledge.

**Pilotage, Bahia de Jobos.**—See Pilotage, Puerto Rico (indexed as such) early this chapter. Pilots from Ponce serve this harbor. Vessels are boarded off Cayos de Ratones.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Puerto Jobos is a **customs port of entry**.

**Bahia de Rincon**, 26 miles W of Punta Tuna Light, is a 5-mile-wide bay used only by local fishing boats that anchor near **Playa de Salinas** in the NE part. There is a good anchorage in depths of 24 to 30 feet in the E part of the bay during ordinary weather. The bay shoals to 18 feet and less within 1 mile of the shore in some places.

**Arrecife Media Luna** and **Cayo Alfenique** obstruct the entrance to Bahia de Rincon from S. The reefs are partly bare or awash, steep-to, and the sea breaks on them. The W side is obstructed by **Cayos de Caracoles** and **Cayos Cabezazos**. Reefs awash or bare and nearly steep-to surround the islands, and the sea always breaks on their S sides. Foul ground with depths of 1 to 6 feet extends N to **Punta Petrona**, the W point of the bay.

Depths of 23 to 28 feet can be taken to anchorage in Bahia de Rincon on either side of Arrecife Media Luna; avoid the 12-foot shoal 0.4 mile NW of Cayos de Ratones. Small vessels with local knowledge also use the narrow channel N of Cayos de Ratones.

In 1967, a rock pinnacle, covered 6 fathoms, was reported in about 17°50.6'N., 66°18.3'W., about 5 miles S of the light on the E end of Cayos de Ratones. (See chart 25677.)

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans	Commander	
	8th CG District	(504) 589-6225
	New Orleans, LA	

# Table of Selected Chart Notes

Corrected through NM May. 17/03  
Corrected through LNM May 6/03

## HEIGHTS

Heights in feet above Mean High Water.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

San Juan, P.R.	WXJ-69	162.40 MHz
Maricao, P.R.	WXJ-68	162.55 MHz

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
⊙ (Accurate location)    ○ (Approximate location)

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.123" southward and 1.396" eastward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida. Refer to charted regulation section numbers.

## TIDAL INFORMATION

No tidal observations are available for the area covered by this chart.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard and Geological Survey.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## COLREGS, 80.738a (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA disphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

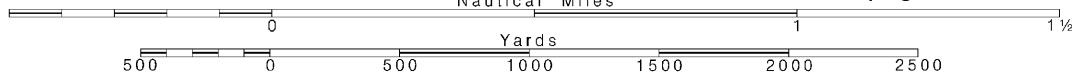
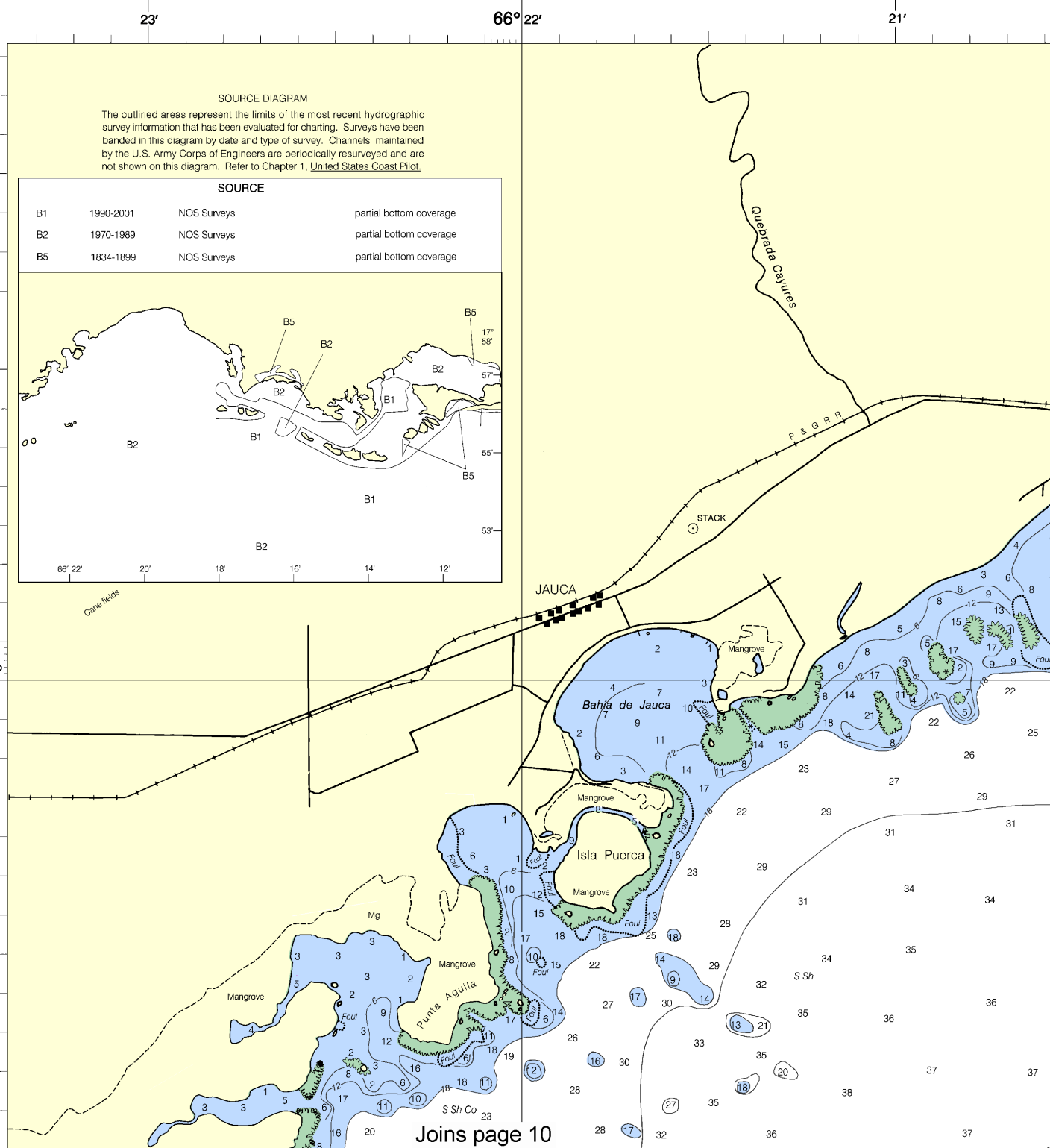
Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

### Miscellaneous:

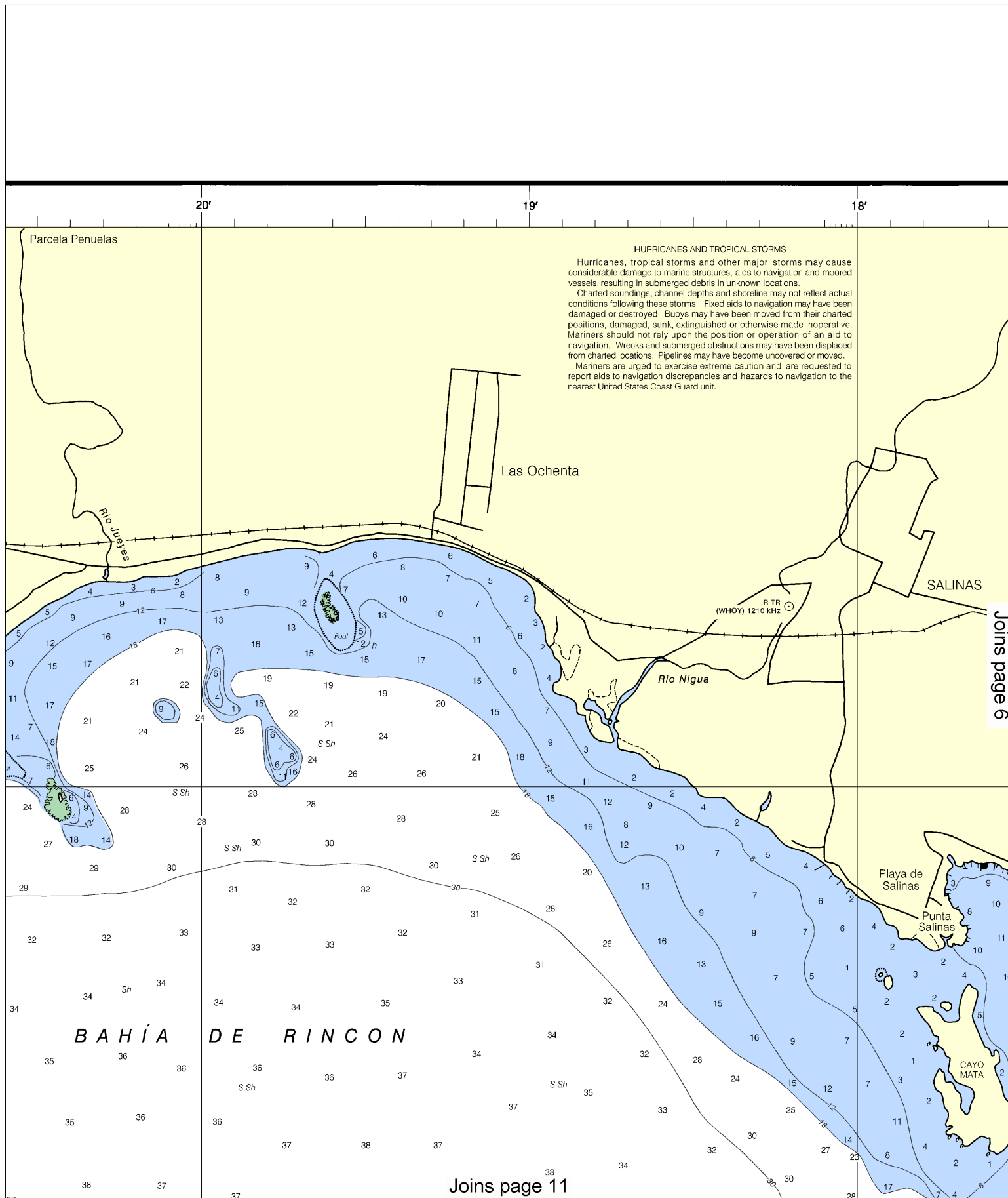
AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.







This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

19'

18'

17'

#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

#### NOAA VHF-FM

The National Weather Service VHF-FM radio stations below provide communications. The range of service for most stations is within 25 miles of the antenna site.

San Juan, P.R.  
Maricao, P.R.

#### PRINT-ON-DEMAND

NOAA and its partners update the National Weather Service charts weekly by incorporating critical corrections. Using Print-on-Demand technology, NOAA charts are available 5-8 weeks after the original NOAA charts. Ask your dealer for charts or contact <http://NauticalCharts.gov>, OceanGrafix at 1-877-446-6841 or help@OceanGrafix.com.

No tidal observations are available for this area.

Las Ochenta

SALINAS

R T R  
(WHOY) 1210 kHz

Rio Nigua

P & G R R

Joins page 5

Joins page 12

E R I N C O N

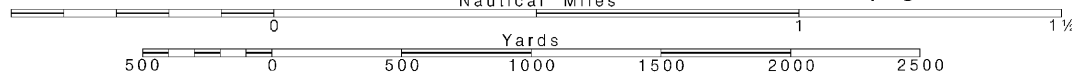
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



## METEOROLOGICAL WEATHER BROADCASTS

Weather Service stations listed  
continuous marine weather broad-  
cast reception is variable, but for  
usually 20 to 40 miles from the

WXJ-69 162.40 MHz  
WXJ-68 162.55 MHz

## ON-DEMAND CHARTS

Mariner, OceanGrafix, offer this chart  
NOAA for Notices to Mariners and  
Charts are printed when ordered  
hand technology. New Editions are  
s before their release as traditional  
but chart agent about Print-on-Demand  
ct NOAA at 1-800-584-4683,  
s.gov, help@NauticalCharts.gov, or  
7-56CHART, http://OceanGrafix.com,  
ix.com.

## TIDAL INFORMATION

are available for the area covered by this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S.  
Coast Pilot 5. Additions or revisions to Chapter 2 are pub-  
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regulations may be obtained at the Office of the Commander,  
7th Coast Guard District in Miami, Florida, or at the Office  
of the District Engineer, Corps of Engineers in Jacksonville,  
Florida.

Refer to charted regulation section numbers.

## WARNING

The prudent mariner will not rely solely on  
any single aid to navigation, particularly on  
floating aids. See U.S. Coast Guard Light List  
and U.S. Coast Pilot for details.

## POLLUTION REPORTS

Report all spills of oil and hazardous sub-  
stances to the National Response Center via  
1-800-424-8802 (toll free), or to the nearest U.S.  
Coast Guard facility if telephone communication  
is impossible (33 CFR 153).

## RADAR REFLECTORS

Radar reflectors have been placed on many  
floating aids to navigation. Individual radar  
reflector identification on these aids has been  
omitted from this chart.

## CAUTION

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aids to marine navigation can be found in the  
U.S. Coast Guard Light Lists and National  
Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial  
broadcasting stations are subject to error and  
should be used with caution.

Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

## CAUTION

Improved channels shown by broken lines are  
subject to shoaling, particularly at the edges.

## CAUTION

Temporary changes or defects in aids to  
navigation are not indicated on this chart. See  
Local Notice to Mariners.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important  
supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for  
supplemental information concerning aids to  
navigation.

## ABBREVIATIONS (For complete list of Symbols and Aids to Navigation (lights are white unless otherwise indicated))

AERO aeronautical	G green
Al alternating	IQ interrupted quick
B black	Iso isophase
Bn beacon	LT HO lighthouse
C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microwave
Fl flashing	Mkr marker

## Bottom characteristics:

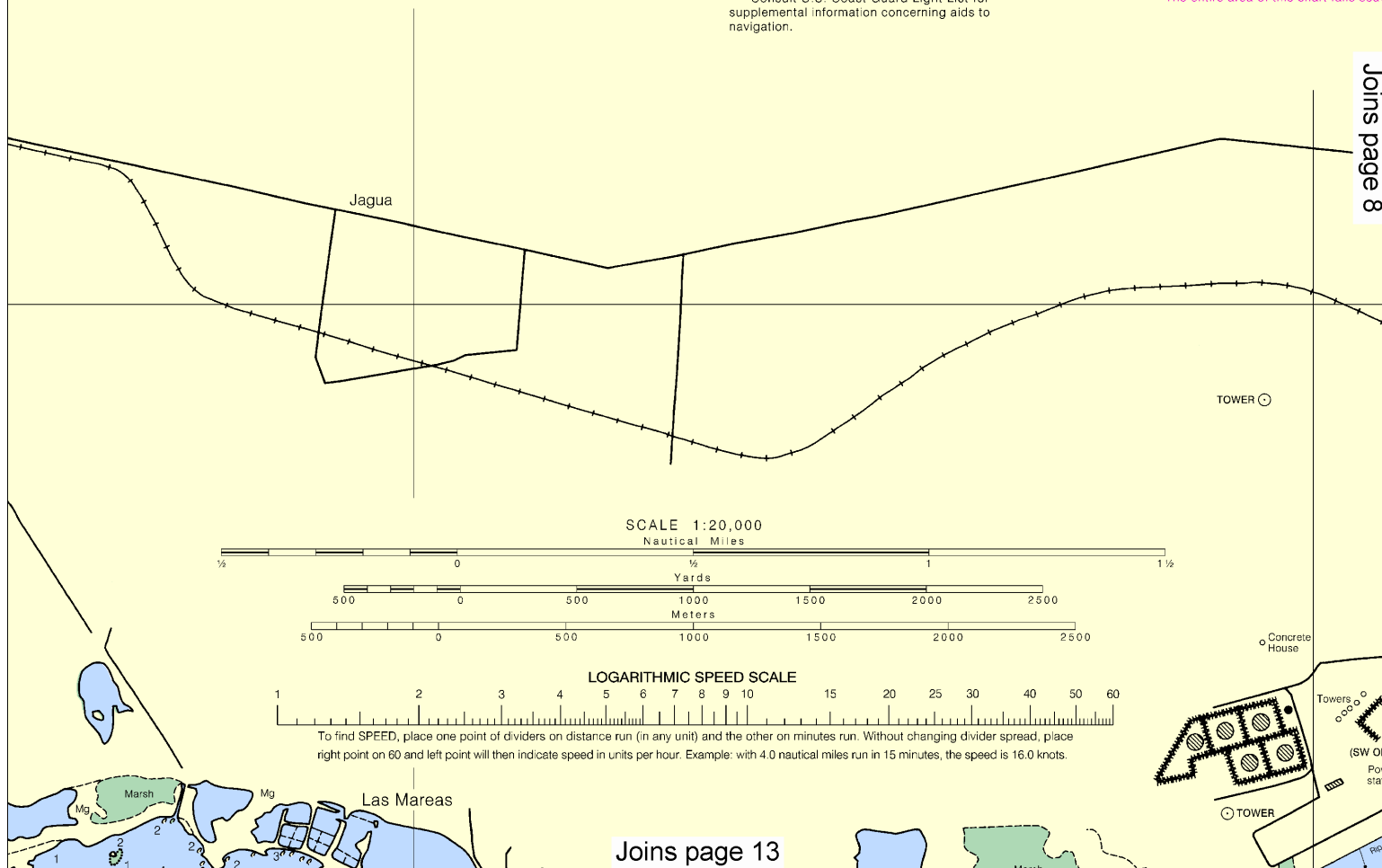
Bds boulders	Co coral	gy gr
bk broken	G gravel	h har
Cy clay	Grs grass	M mu

## Miscellaneous:

AUTH authorized	Obstr obstruction
ED existence doubtful	PA position approx
2L Wreck, rock, obstruction, or shoal swept clear	
(2) Rocks that cover and uncover, with heights	

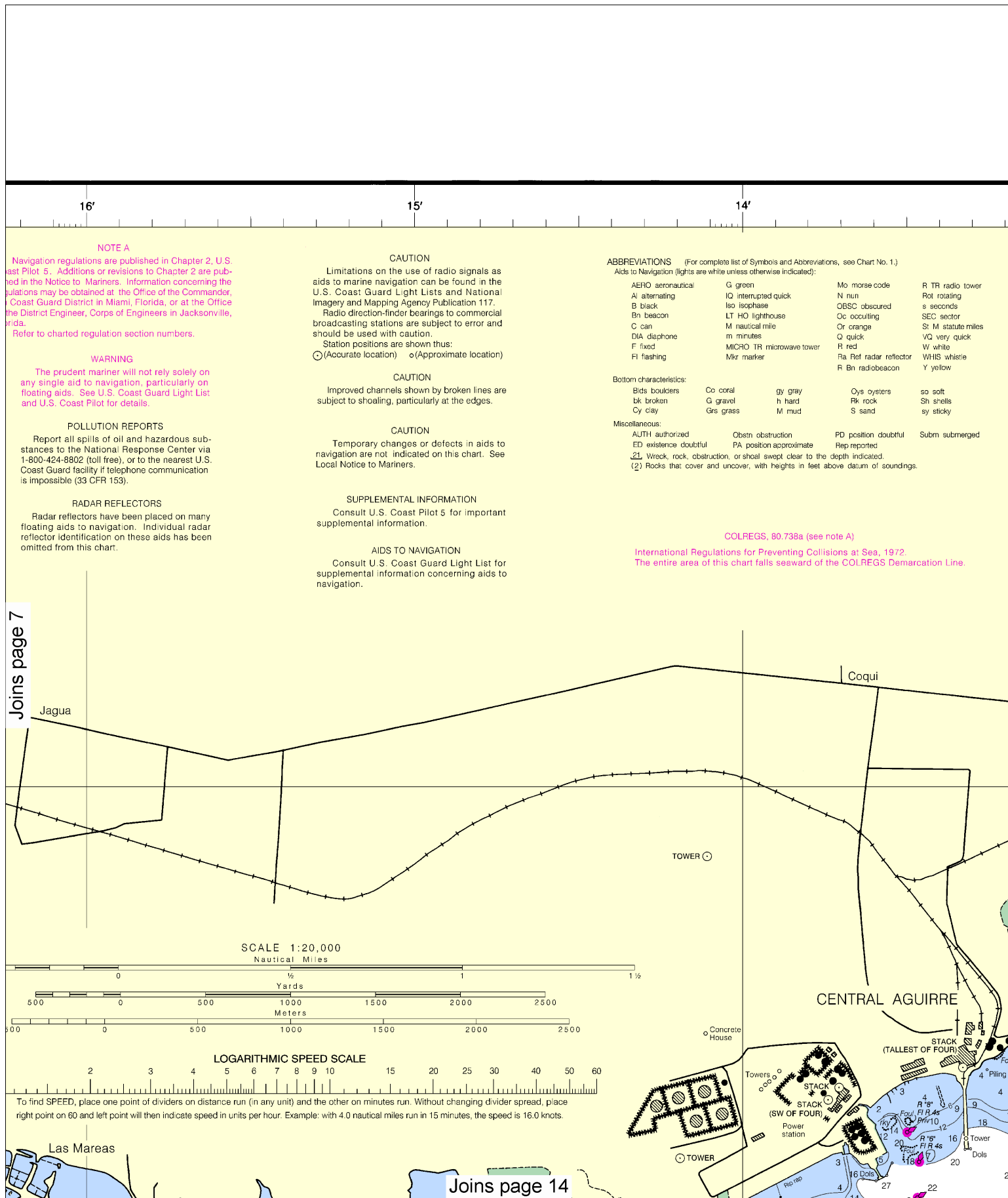
COLREGS, 80.735

International Regulations for Preventing Collisions at Sea  
The entire area of this chart falls seaward of the



Joins page 8

Joins page 13





# SOUNDINGS IN FEET

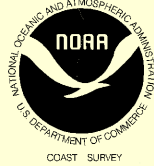
Nautical Chart Catalog No. 1, Panel P

13'

12'

11'

17°59'37.9"N  
68°01'59"



WEST INDIES

PUERTO RICO – SOUTH COAST

## BAHÍA DE JOBOS AND BAHÍA DE RINCON

Mercator Projection  
Scale 1:20,000 at Lat. 17°56'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

HEIGHTS  
Heights in feet above Mean High Water.

### AUTHORITIES

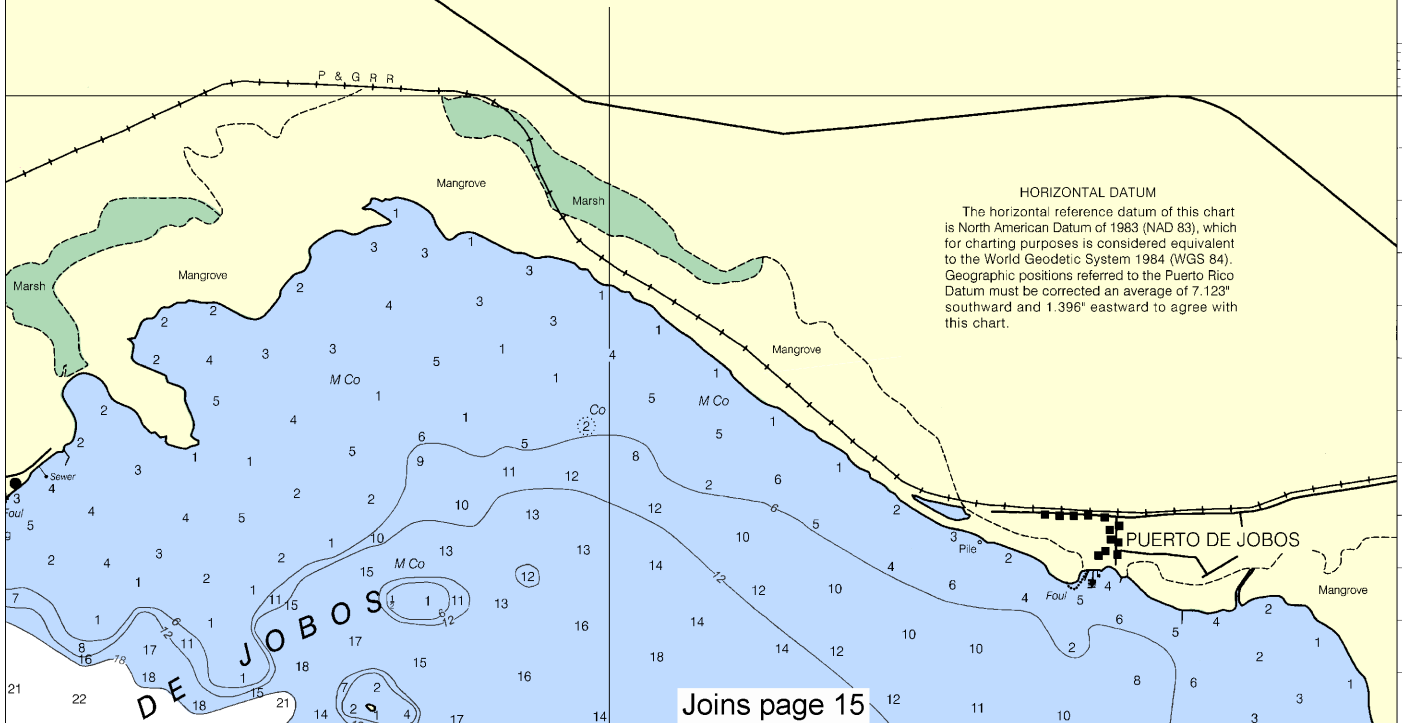
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard and Geological Survey.

59'

17°  
58'

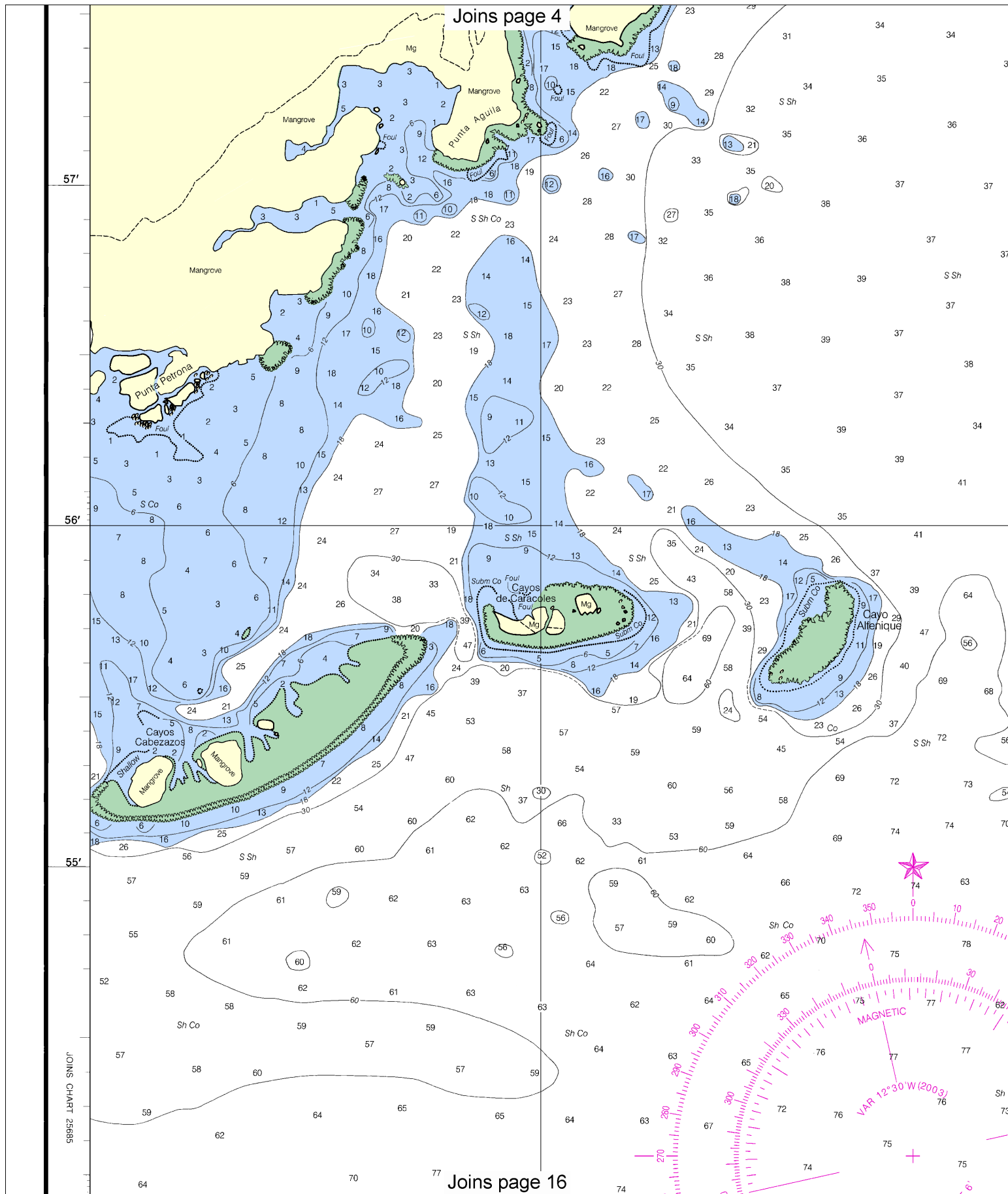
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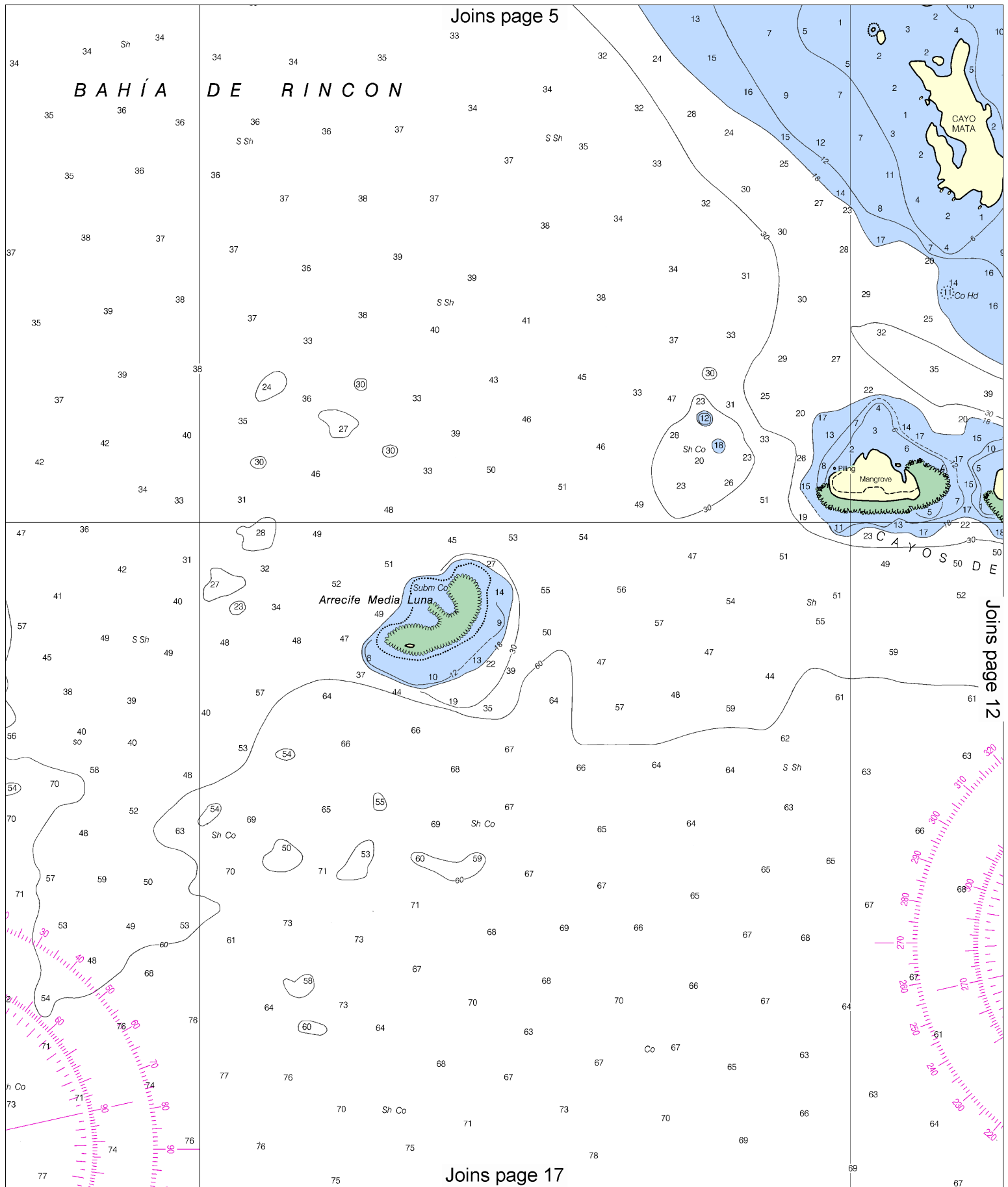
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.123" southward and 1.396" eastward to agree with this chart.

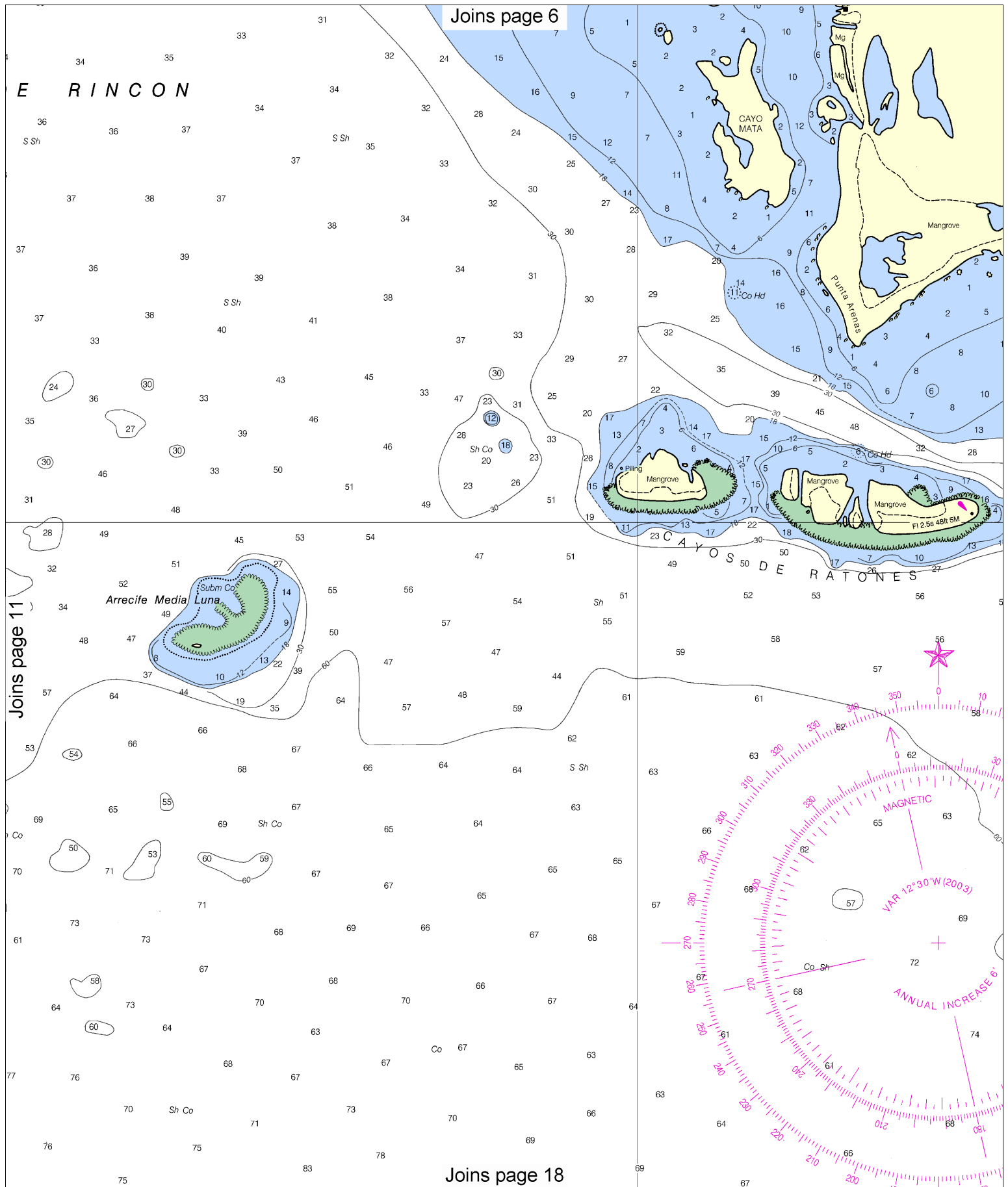


Joins page 15

57'

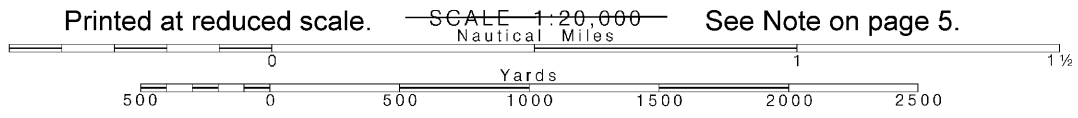


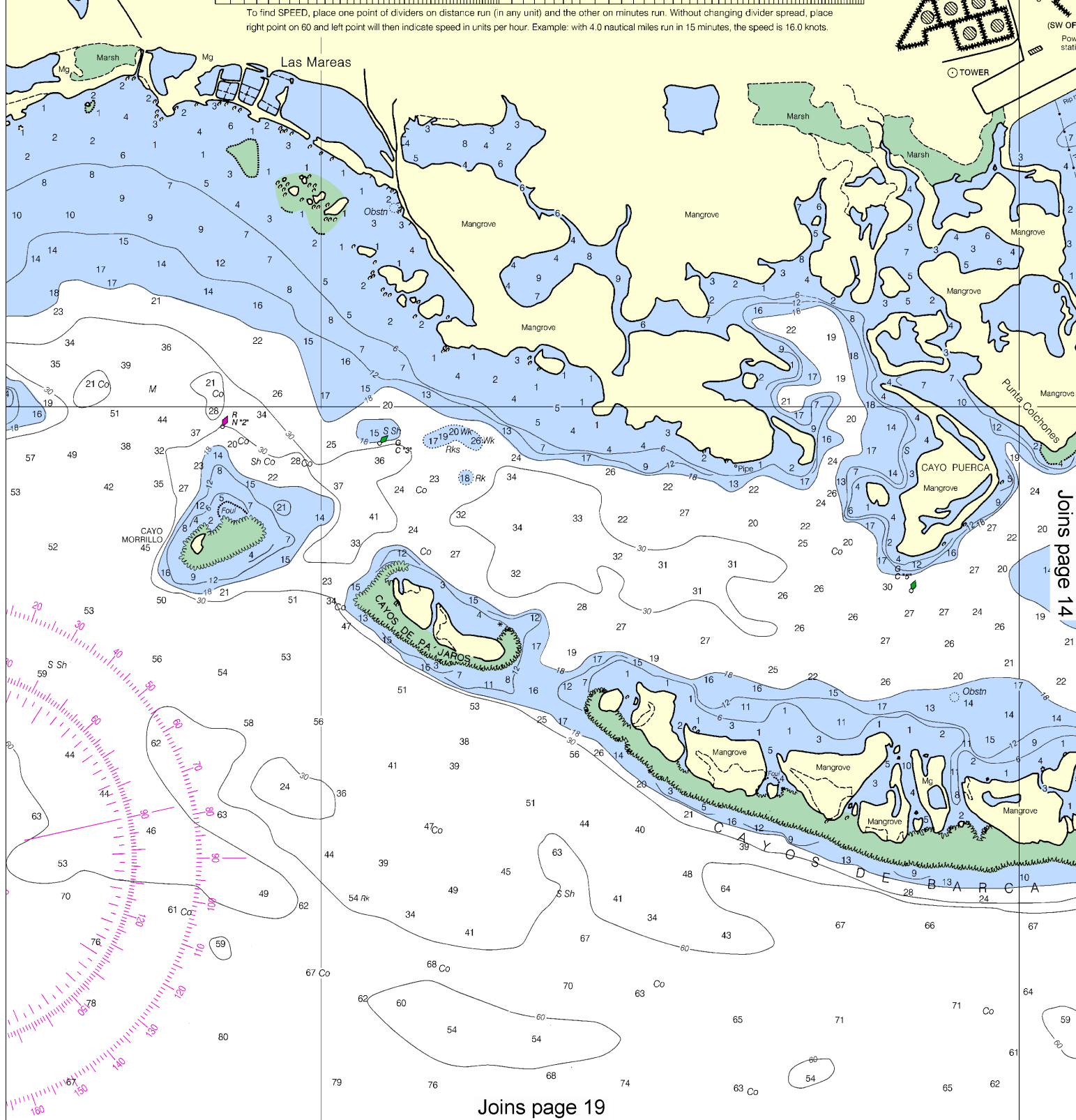
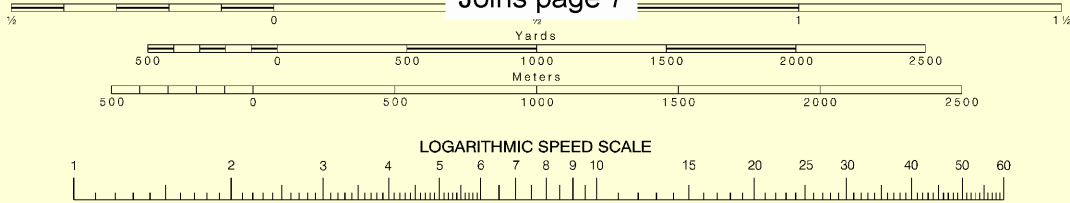




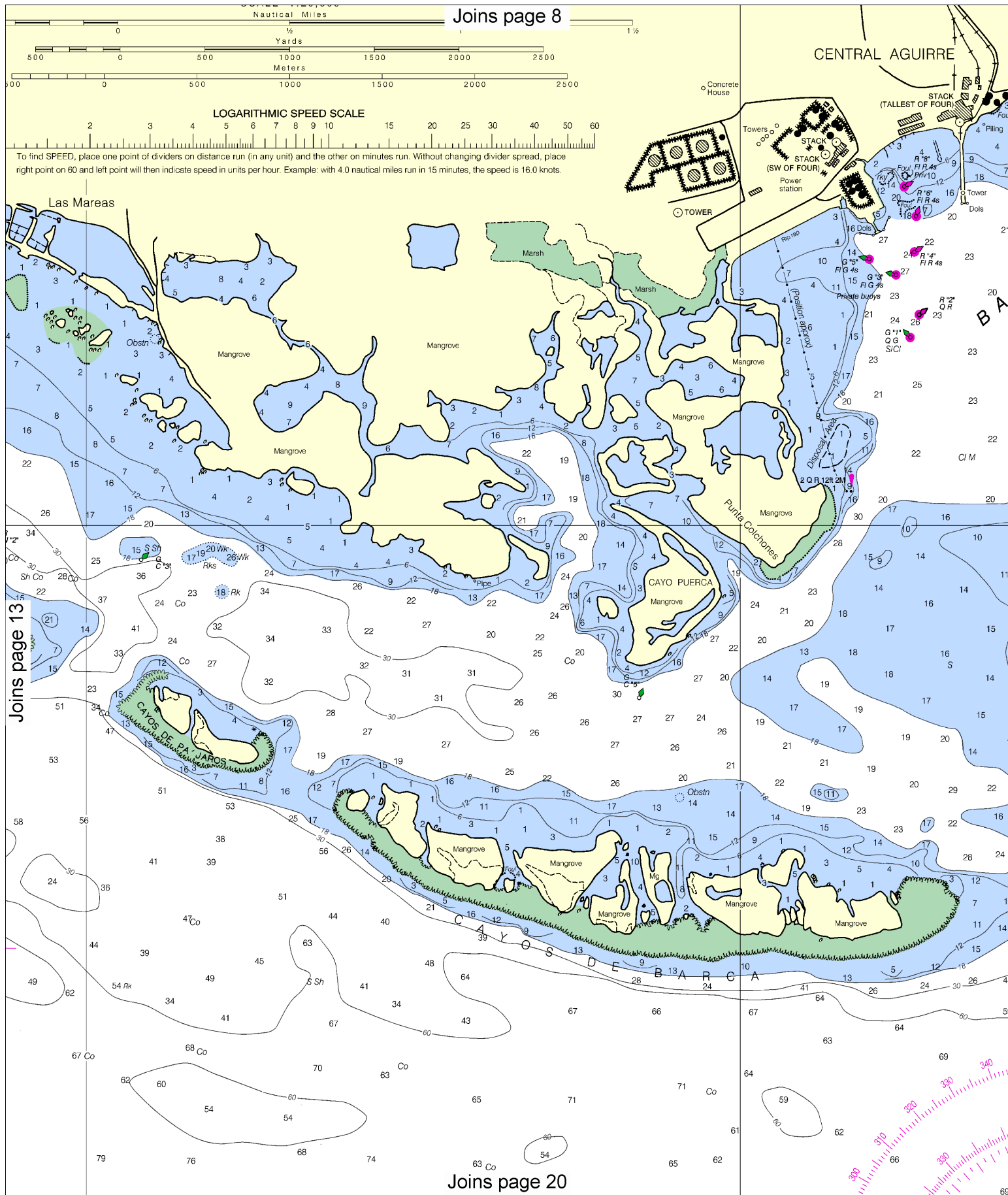
**12**

Note: Chart grid lines are aligned with true north.









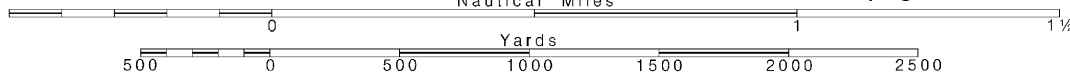
**14**

Note: Chart grid lines are aligned with true north.

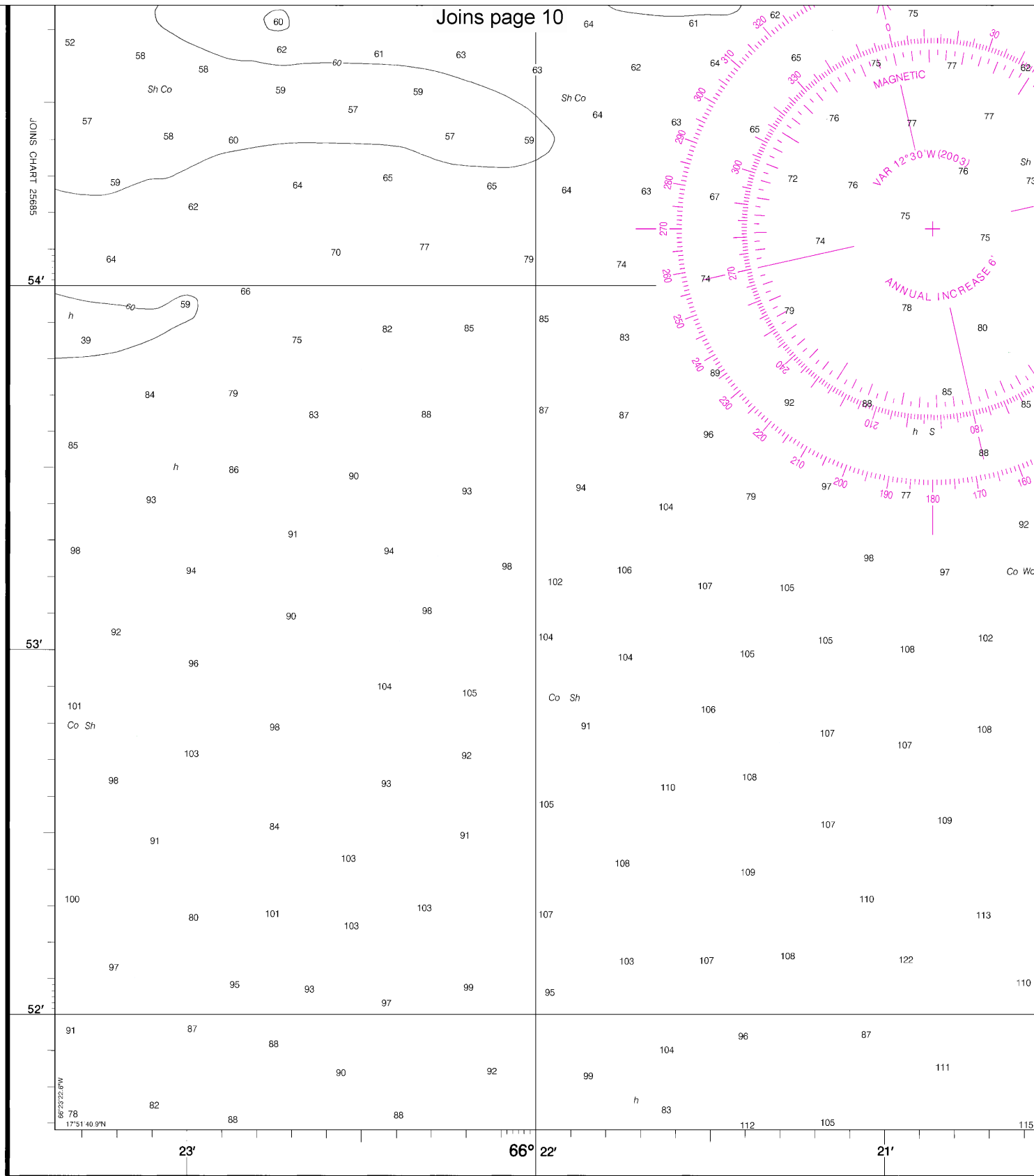
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







12th Ed., May/ 03 ■ Corrected through NM May, 17/03  
Corrected through LNM May 6/03

25687

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Service, NOAA, Silver Spring, Maryland 20910-3282.

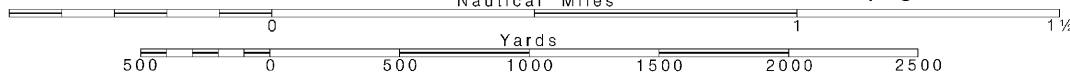
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



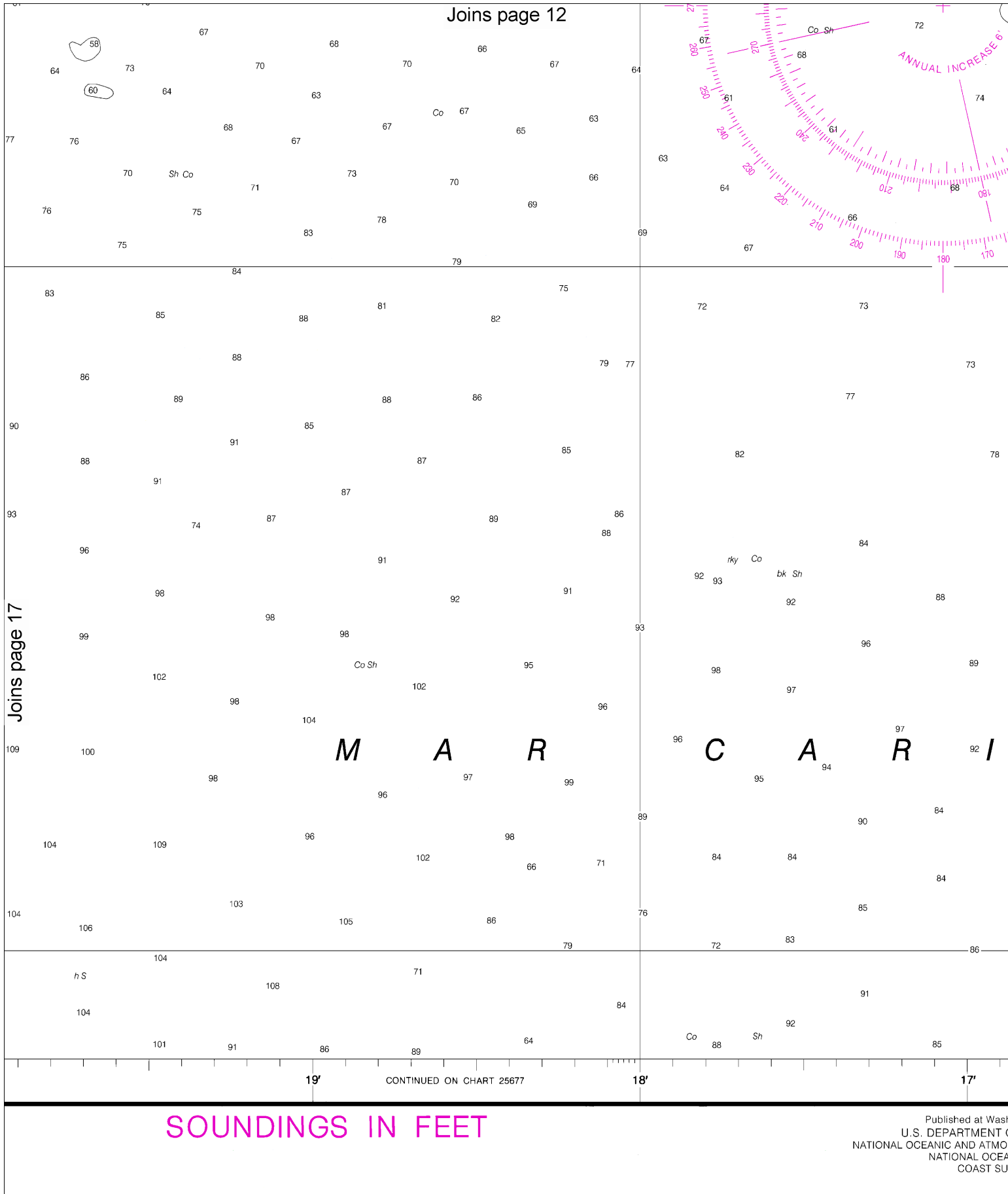
Joins page 11

Joins page 18

$M$	$A$	$R$	$96$	$C$
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## SOUNDINGS IN FEET

The National  
Comments for  
onal Ocean



SOUNDINGS IN FEET

Published at Wash  
U.S. DEPARTMENT O  
NATIONAL OCEANIC AND ATM  
NATIONAL OCEA  
COAST SU

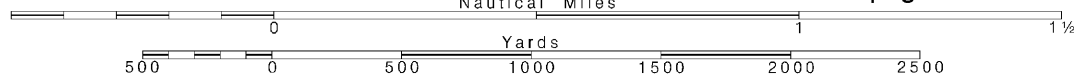
18

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

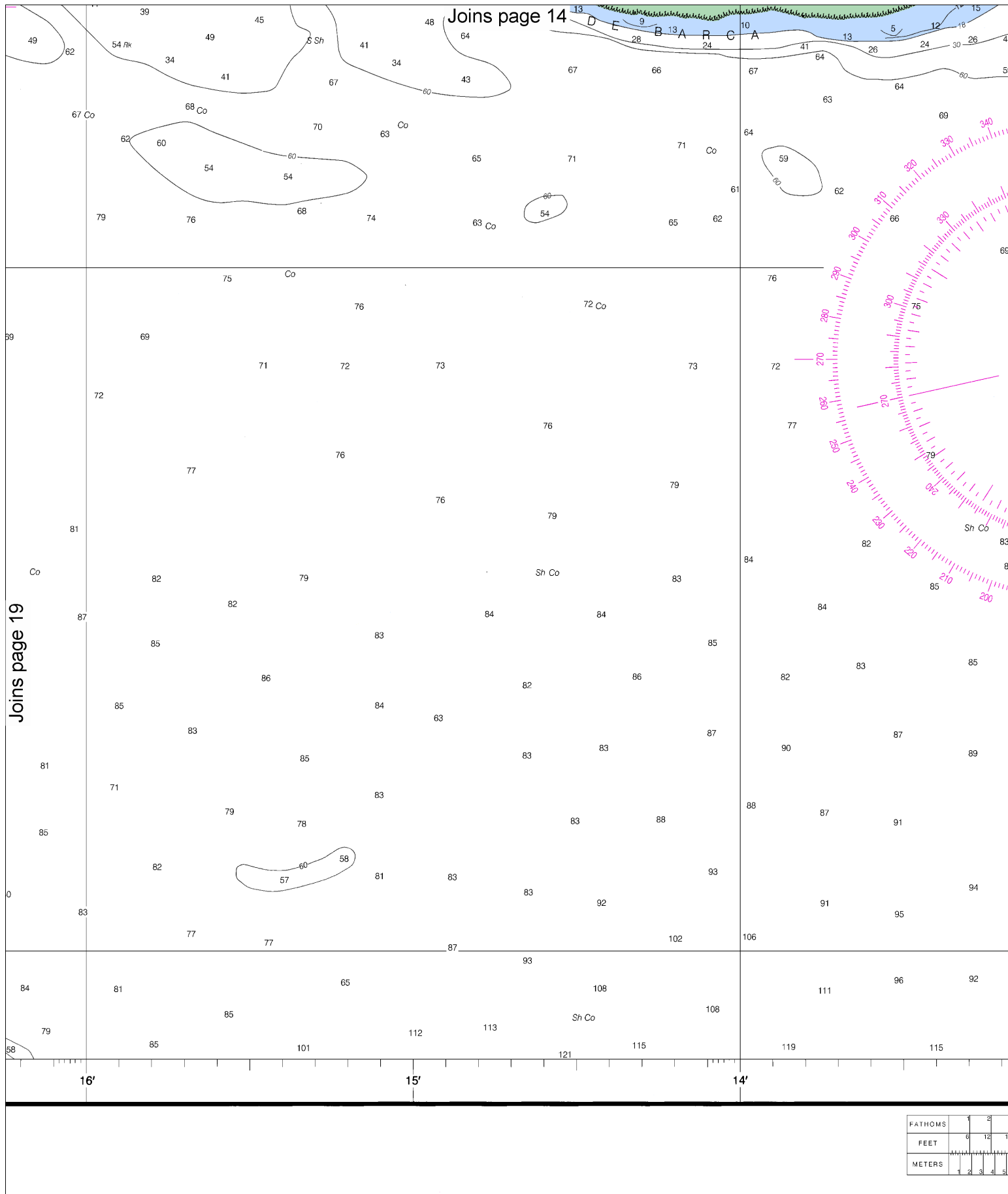
See Note on page 5.





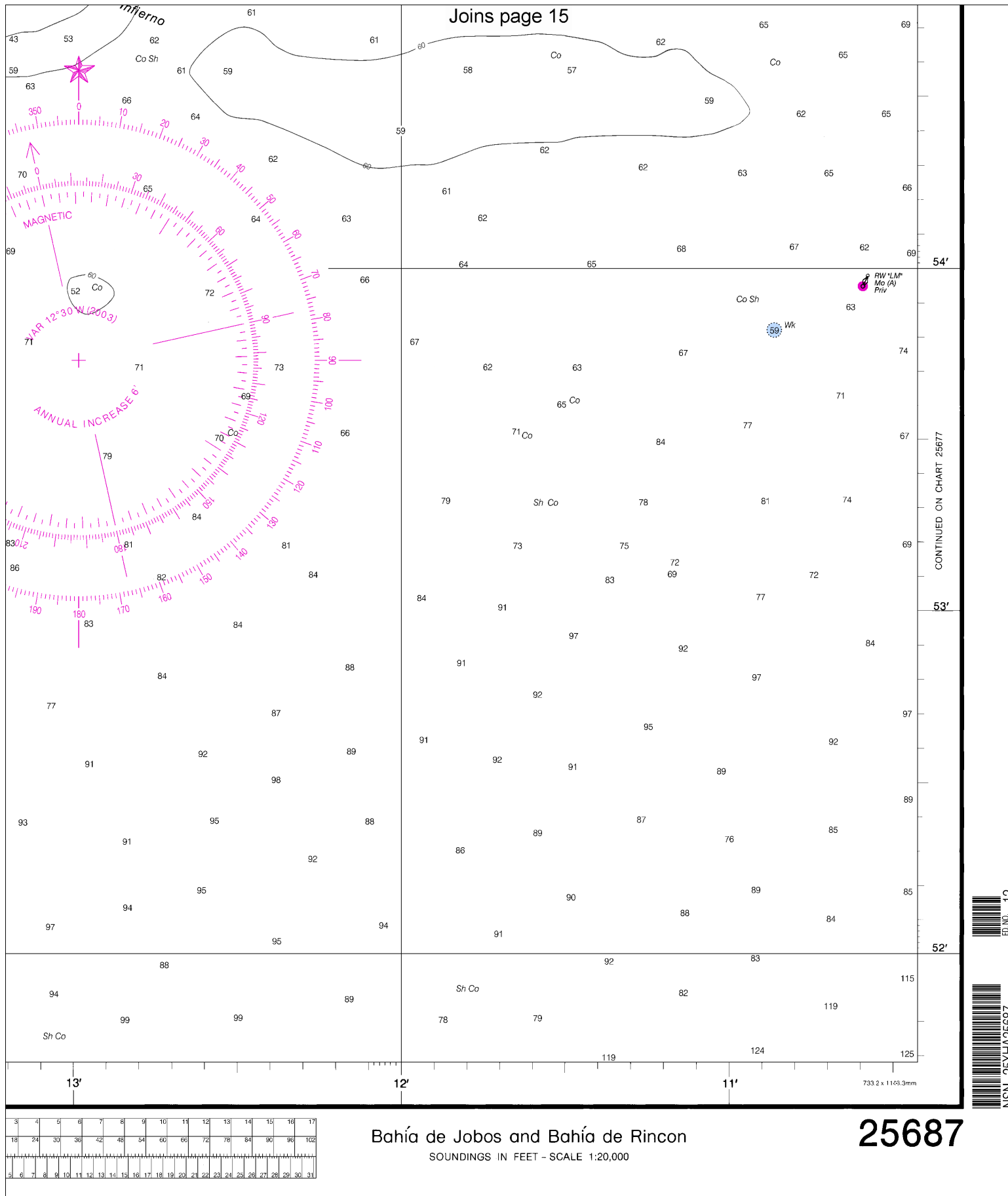
[illegible]

Washington, D.C.  
DEPARTMENT OF COMMERCE  
ATMOSPHERIC ADMINISTRATION  
TELEPHONE SERVICE  
SURVEY



20

Note: Chart grid lines are aligned with true north.





EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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NOAA's Office of Coast Survey



The Nation's Chartmaker